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As will be apparent, and because of this difference in respective diameters, the header pipes 20, 22, 24 and 26 are each able to slide within the collector pipes 80, 82, 84 and 86, in easing their respective insertions and in facilitating their respective removals, one from another. Thus, when imagining the rotation of the collector 18 inwardly of the plane of the paper and to the right of the position shown in FIGURE 2, one arrives at the orientation shown in FIGURE 3, wherein the header pipe 24 would be oriented to slide within the upper-left aperture 72 (where collector pipe 80 is secured), while the header pipe 20 would be oriented to slide within the upper right aperture 74 (where collector pipe 82 is secured). In like manner, and with this rotation and orientation, the header pipe 26 would be oriented to slide within the lower-left aperture 76 (where collector pipe 84 is secured), and header pipe 22 would be oriented to slide within the lower-right aperture 78 (where collector pipe 86 is secured). As will be appreciated, because of the clearance of the header pipes with the collector pipes where they are coupled together, it becomes then but a simple matter to slidably remove the header pipe from its respective ~~header~~ collector input pipe, and to then adjust the header pipe out-of-the-way when it is desired to service the various components, systems and/or assemblies of the vehicle previously obstructed from